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Edward J. King, Governor
Barry M. Locke, MBTA Chairman

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An Interview with Guy Denizard

Guy Denizard of Westwood, a civil engineer, is manager of the \$940 million Southwest Corridor Development Project. Since his appointment in November of 1980, Mr. Denizard has become well acquainted with his responsibilities as project manager. When asked what it was like to get a handle on a project of the Southwest Corridor's magnitude, Denizard said that the management process does not differ significantly from that of a smaller project but that there are many more components, each of which must be addressed separately. He also mentioned the necessity of a competent staff and, in relation to this, stated that his staff is "very able at all levels in identifying problems and in decision-making." It is due to these factors, he feels, that a project becomes successful.

In Mr. Denizard's opinion, the SWCP is more all-encompassing than its counterparts in other cities because it involves not only transportation but also recreational, commercial, housing and development aspects and, most important, community participation. He describes the Southwest Corridor Project as "a complete project in its intent."

When asked to comment on the partnership between neighborhood and agencies working on the development of the Southwest Corridor, Denizard remarked that the relationship with neighborhoods was established early and that its strength is demonstrated through the enthusiasm of the neighborhoods for the project. Denizard plans to maintain that productive association.

Denizard says that the

SWCP is on schedule after initial delays which occurred in December when construction contracts for Sections I, II and III were advertised for bid. Sections I and II were awarded in December while Section III was awarded in mid-February. Design is progressing on all sections, and future construction contracts will be bid along established deadlines.

Before his employment with the MBTA, Denizard was assistant vice president of Bryant Associates, Inc., Boston consulting engineers, and was assigned the responsibility of establishing and managing a new branch office in Washington, D.C. While there, he was Bryant's project manager for civil engineering and community coordination for the Rosecroft Route, a new Washington Metro rapid transit extension in southeast Washington.

Mr. Denizard was also associated with Seelye, Stevenson Value & Knecht, consultants on all aspects of transportation engineering, from July 1978 to May 1980. Prior to that, he was with Massport as a project engineer/project manager for the design and preparation of contract documents for various projects. He has also been affiliated with other Philadelphia and Boston-based engineering consultant firms.

Entrevista - Guy Denizard

Guy Denizard, un ingeniero civil de Westwood, es el gerente del Proyecto para el Desarrollo del Corredor Suroeste. Des

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de su nombramiento en noviembre de 1980, el Sr. Denizard se ha familiarizado con las responsabilidades de su trabajo. Denizard dice que trabajar en un proyecto de esta magnitud no es muy diferente a un proyecto menor, excepto que hay mas componentes los cuales deben tratarse por separado. También mencionó la necesidad de tener un personal competente y expresó que las personas con quienes trabaja son "muy competentes en identificar problemas y tomar decisiones." El piensa que todo esto influye a que un proyecto tenga éxito.

En la opinión del Sr. Denizard, el SWCP abarca más que proyectos similares en otras ciudades, porque incluye no sólo transporte, sino también aspectos de recreo, comercio, vivienda, urbanización, y lo mas importante, participación de la comunidad. El describe el SWCP como "un proyecto completo en su intento."

Cuando le piden que comente sobre la asociación de vecinos con agencias que trabajan en el desarrollo del SWCP, Denizard con

tó que el vínculo con los vecindarios fue establecido al principio y que su fuerza se demuestra en el entusiasmo de los vecinos por el proyecto. El mantendrá esta asociación que es tan productiva.

Denizard dice que el SWCP va adelantando según planeado, aunque hubieron retrasos en diciembre cuando se publicaron las licitaciones para los contratos en las Secciones I, II, y III. En diciembre se otorgaron los de las Secciones I y II, mientras que la Sección III fue otorgada a mediados de febrero. Los diseños progresan en todas las secciones, y los próximos contratos de construcción serán ofrecidos para licitación de acuerdo con los horarios establecidos.

Antes de trabajar con la MBTA, Denizard era vicepresidente asistente de Bryant Associates, Inc., ingenieros consultores de Boston, y fue responsable de establecer y dirigir una oficina sucursal nueva en Washington, D.C. siendo el gerente de proyecto de ingeniería civil y coordinador de la comunidad de Rosecroft Route, una extensión nueva del Metro de Washington en el sureste de la ciudad.

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Construction News Flash

The three SWCP construction major line contracts have all been signed!

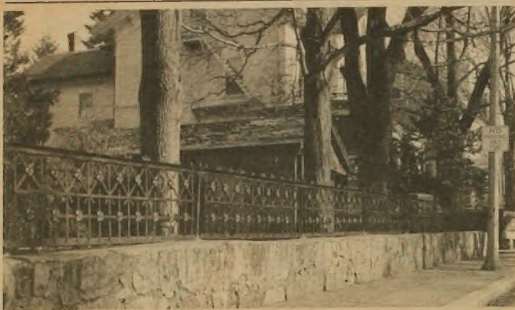
....in Section I/South End, Schiavone Construction Company was awarded Contract #115 in the amount of \$48,976,540;

....in Section II/Roxbury, the joint venture of J.F. White Contracting Company, Morrison-Knudsen Company, Inc. and Mergentime Corporation was awarded Contract #207 in the amount of \$32,320,780;

....in Section III/Jamaica Plain, the joint venture of Salah & Pecci Construction Company, Inc., Salah & Pecci Leasing Company, Inc. and Truman Construction Company was awarded Contract #305 in the amount of \$20,999,863.

In the case of each contractor, construction field offices are, currently being established and heavy equipment will be hard at work within weeks!

SWCP Embankment Fence Recycled



Fence erected along stone wall on Greenough Avenue, Jamaica Plain.

The iron fence which once lined the railroad embankment in Jamaica Plain has found new uses, thanks to some diligent Jamaica Plain residents and the MBTA's Ellen Anderson. In response to a public announcement requesting expressions of interest in the fence, on several mornings last July approximately twenty residents from the Southwest Corridor communities came to pick up fencing at the Perini Corporation's field headquarters in Forest Hills. Perini was the contractor for the embankment removal in Section III and had salvaged and stockpiled the fencing according to the contract specifications. Each person was allowed to take five sections, and even with elimination of pieces which were too rusted or bent, there was plenty to go around. Since the fence was divided up, it has been used in various ways by both individuals and community groups.

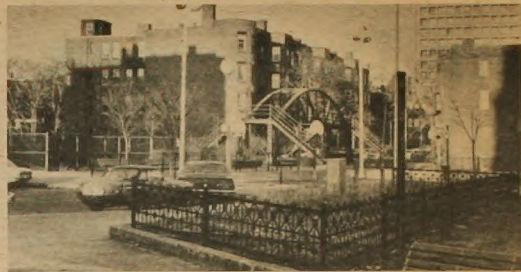
In the South End, the fencing has been installed at the Titus Sparrow community gardens where it protects twelve gardening plots from the adjacent play activities. Residents contracted with an iron worker to install posts to which the fence was welded, and this



Bill Parker admires fence installed in his garden.

Spring residents will scrape down the fence and apply a new coat of paint. The cost was covered through generous contributions from local neighborhood associations.

Among the completed fence installations in Jamaica Plain is that of Ruth and Bill Parker, who restored and installed the fence along a garden and pathway next to their house. Ted Amberman of Greenough Avenue had the fence erected along a stone wall; the handsome result echoes the fence's original use along the granite-faced railroad embankment.



Fence from embankment protects Titus Sparrow community gardens in the South End.



Residents retrieve fence sections at Perini's yard in Forest Hills.

Se vuelve a usar la verja del Terraplén

Nuevamente se encuentra en uso la verja de hierro que cercaba el terraplén del ferrocarril en Jamaica Plain, gracias a la diligencia de algunos residentes de Jamaica Plain y de Ellen Anderson de la MBTA. En respuesta a un anuncio pidiendo información sobre interés público, aproximadamente 20 residentes de comunidades en el Corredor Suroeste vinieron en el mes de julio pasado a recoger la verja en el sitio de la Corporación Perini en Forest Hills. Perini fue el contratista que removió el terraplén en la sección III y rescató y almacenó la verja según las especificaciones del contrato. A cada persona se le permitió llevar cinco secciones, y aún cuando se eliminaron las piezas que estaban muy empuñadas o torcidas, alcanzó para todos. Desde entonces, la verja ha sido utilizada de diversas maneras tanto por individuos o grupos en la comunidad.

En el South End, han instalado la verja alrededor de los jardines comunales de Titus Sparrow, adonde protege doce lotes de las actividades de recreo adyacentes. Los vecinos contrataron a un herrero para que colocara postes a los cuales se soldó la verja, y esta primavera la rasparán y pintarán de nuevo. Los gastos se cubrieron con contribuciones donadas por asociaciones locales.

Ruth y Bill Parker de Jamaica Plain, restauraron y colocaron la verja alrededor del jardín y sendero al lado de su casa. Ted Amberman de Greenough Avenue, colocó la verja a lo largo de una pared de piedra; el resultado produce el mismo efecto que el uso original de la verja a lo largo del terraplén.

ETP on TV !!!

A highlighted feature of the Channel 2, 10 p.m. news on January 14, was a special vignette on the Educational Training Program of the Southwest Corridor Project. The program was aired both locally and on the National Educational Network. Approximately a five minute segment of the half hour news show was devoted to depicting the ETP in action. Trainees were shown working in their firms and in the studio.

Thomas Scott, a former trainee, said that his experience in the ETP gave him extra advantages in finding engineering employment. He is presently employed as a draftsman at Howard Needles Tammen & Bergendoff. Therese Fleetwood, who is planning a career in engineering, men-

tioned how meaningful it is to have this exposure to the field. A firm supervisor at HNTB, Chuck Whitlock, discussed the idea that apprenticeship training is still the best way to learn the trades. Peter Calcaterra, Assistant Project Manager of the MBTA/SWCP offered statistics which demonstrate that 70% of the trainees who have been through the program have gone on to college or design-related fields. Lydia Mercado discussed the purpose and day-to-day management of the ETP.

Despite its brevity, the program managed to capture a positive and energetic portrayal of the ETP, the people involved, and its value to the trainees and to the community as a whole.

New Name for the South Cove Tunnel Station

Medical Center/Chinatown will be the name of the first station (one stop southbound from Essex) on the relocated Orange Line. The MBTA Board of Directors voted on February 3, to name the station, previously called South Cove, Medical Center/Chinatown in keeping with the Authority's policy to identify station names with surrounding neighborhoods.

Although the new station will not be in use until the relocated Orange Line is opened for revenue service in 1985, a permanent name had to be selected at this time, so that the architects, Cannon Design/Turner Associates, can proceed with its station finish plans, including appropriate informational and directional signs for the new station.

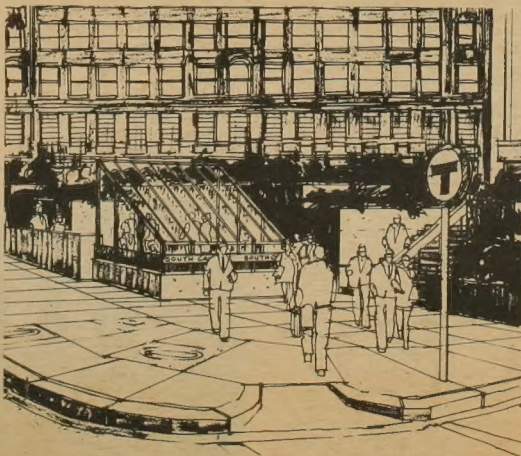
The shell of the new station and the first 1,500 feet of the tunnel, which will connect the existing Orange Line from the subway portal south of Essex Station to the relocated line being built on the Shore Line railroad right-of-way, were built in 1971. The project was undertaken at that time to allow development plans of the Tufts New England Medical Center, Don Bosco High School and others to proceed in the South Cove Redevelopment Project area.

This first-phase construction was performed by Peter Kiewit Sons Company under an \$11.3 million contract. The same contractor won the second-phase contract for a low bid of \$20.5 million. Under this contract, the tunnel was extended

1,200 feet, going under the Massachusetts Turnpike and emerging on the railroad right-of-way near Castle Square.

The station finish contract, a two-year job, is expected to go out for bid in April with construction scheduled to start in mid-June.

The north entrance to the new station will serve the New England Medical Center's new pediatric-hospital and the theater district. The south entrance will serve Don Bosco High School, the Josiah Quincy School, Bay Village and the Chinese Community Center and housing, including Mass. Pike Towers and the Quincy Tower.



Medical Center/Chinatown Station's planned south entrance at the corner of Tremont and Oak Street.



Resumen en Español

La sección especial del noticiario de las-10 de la noche del 14 de enero en el Canal 2, fue una viñeta sobre el Programa de Aprendizaje (ETP) del Proyecto del Corredor Suroeste. Este programa se transmitió localmente y en la Cadena Nacional de Educación. Aproximadamente cinco minutos de la media hora del programa de noticias fueron dedicados a describir el ETP en acción. Se mostró a los aprendices trabajando en oficinas y en el estudio. Thomas Scott, un ex-aprendiz, dijo que la experiencia en el ETP le dio grandes ventajas para encontrar empleo en el ramo de ingeniería. Actualmente él está empleado como

dibujante en Howard Needles Tammen & Bergendoff. Therese Fleetwood, que desea una carrera en ingeniería, mencionó cuanto le sirvió esta experiencia. Un supervisor de HNTB, Chuck Whitlock, discutió la idea de que el aprendizaje en el trabajo es la mejor forma de aprender un oficio. Peter Calcaterra, sub-gerente de proyecto de la MBTA/SWCP ofreció estadísticas que demuestran que el 70% de los aprendices que terminan el programa, han seguido estudios universitarios o trabajos relacionados con diseño. Lydia Mercado habló sobre el propósito y la administración del ETP.

Nombre nuevo - Estación South Cove

Medical Center/Chinatown será el nombre de la primera estación (una parada al sur de Essex) en la línea Orange. La Junta Directiva de la MBTA votó para cambiar el nombre de la estación que se llamaba

South Cove y así cumplir con el plan de la Autoridad en identificar las estaciones con los vecindarios que las rodean.

Aunque la nueva estación no se va a usar hasta que la línea Orange sea inaugurada en 1985, se tenía que escoger el nombre ahora para que los arquitectos, Cannon Design/Turner Associates, puedan proceder con los planes para terminar la estación, incluyendo los rótulos de información y direcciones.

El contrato para terminar la estación, trabajo que durará dos años, saldrá a licitación, esperando que se empiece el trabajo a mediados de junio.

La entrada norte dará acceso al nuevo hospital pediátrico del New England Medical Center y al distrito de teatros, y la entrada sur, a Don Bosco High School, la escuela Josiah Quincy, Bay Village y el Centro de Comunidad Chino y viviendas, incluyendo Mass. Pike Towers y Quincy Tower.

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The Southwest Corridor Project's "Construction Hot Line" is still in operation for community members as the pace of construction activities picks up. By dialing the Hot Line number, 722-3300, a caller can reach the MBTA Southwest Corridor Development Office where calls will be directed to the member of the community liaison staff best suited to deal with a specific construction-related question or complaint.

The Hot Line will be monitored 24 hours a day by a message-recording device. Messages received at night will be answered during the following morning. Those who live or work near the Corridor construction may also inquire about the project schedule, the status of temporary detour routes, or the schedule for temporary utility service interruptions.

In case of a safety

emergency, the police 911 number may be called. For construction noise problems, each contractor is required to maintain a telephone number which will be answered during hours of work. These numbers are posted at the job site. For additional project-related information, for schedule listings of community meetings, or for mailing list placement, call the section planner in the area where you live.

Oficina de la MBTA para el Desarrollo del Corredor, en donde dirigirán las llamadas a la persona más adecuada para contestar preguntas relacionadas a la construcción o a quejas.

La línea de emergencia contestará las 24 horas del día por medio de máquinas grabadoras. Las llamadas que se reciban durante la noche serán contestadas el día siguiente por la mañana. Personas que viven o trabajan cerca del lugar de la construcción también pueden hacer preguntas sobre horarios de trabajo, condición de las rutas de desvío, o horarios de las interrupciones temporales de servicios.

En caso de una emergencia de seguridad, se puede llamar el número de la policía 911. Para problemas referentes al ruido en la construcción, cada contratista tiene que tener un número de teléfono que se pueda llamar duran-

te las horas de trabajo. Estos números están listados en el lugar de trabajo. Para información adicional relacionada al proyecto, para horarios de reuniones de la comunidad, o para inscribirse en la lista de correo llame al planeador de la sección del área donde Ud. reside.



Línea de Emergencia

La "línea de emergencia" del Proyecto del Corredor Sur-oeste todavía está en función para uso de la comunidad. Llamando al número 722-3300 se puede comunicar con la

New Orange Line Cars in Operation



In early February, the MBTA's new Orange Line cars pulled out of the Wellington Yards in Medford for their first revenue service trip to Forest Hills. The new train's first stop was at Wellington Station for a brief ceremony attended by federal, state, local and MBTA officials and representatives of the manufacturer, Hawker Siddeley Canada, Ltd. MBTA Chairman Barry M. Locke, expressed confidence that these first four cars of the 120-car order "will operate as successfully on the Orange Line as Hawker-Siddeley's cars are operating on the Blue Line." Locke pointed out that 93 percent of the parts on the new Orange Line cars are interchangeable with the parts on the new Blue Line cars. Although new cars for both lines are Canadian-built, 70 percent of the material used in their manufacture came from United States companies.

Twenty-six of the new cars have already been delivered while delivery of the remainder of the 120-car order will be completed by the end of this year. The new cars will replace 24-year old cars, built by Pullman-Standard at its Worcester plant.

The new cars are 10 feet longer than the existing Orange Line cars. Each seats 58 passengers and can accommodate 162 standing passen-

gers. The upholstered seat backs and cushions are made of self-extinguishing neoprene foam which conforms to the guideline specifications for flammability, smoke emission and toxicity as issued by the U.S. Department of Transportation's Transportation System Center, Cambridge.

Common to both the new Blue Line and the Orange Line cars are the air-conditioning, heating and ventilation systems; gray-tinted safety glass windows; fluorescent lighting; two-way radio, public address and train intercommunication systems; rubber tile flooring, and four-foot wide doors to accommodate wheelchair users.

Trenes de la línea Orange

A principios de Febrero, los trenes de la nueva línea Orange de la MBTA salieron de los patios Wellington en Medford para hacer su primer viaje remunerado a Forest Hills. La primera parada de los nuevos trenes fue la Estación Wellington donde tuvo lugar una ceremonia atendida por oficiales federales, estatales, locales y de la MBTA y representantes de los fabricantes Hawker-Siddeley Canada, Ltd.

El presidente de la MBTA Barry M. Locke, expresó su seguridad que estos primeros cuatro trenes de los 120 pedidos "operarán con éxito en la Línea Orange como los nuevos trenes de Hawker-Siddeley que están operando en la Línea Blue." Locke mencionó que el 93 por ciento de las piezas en los trenes de la línea Orange son intercambiables con las piezas de los trenes de la Blue Line. Aunque los trenes nuevos de las dos líneas fueron construidos en Canadá, 70% del material usado en construirlos proviene de compañías americanas.

Los nuevos trenes tienen diez pies más de largo que los trenes actuales. Cada uno tiene asientos para 58 pasajeros y puede acomodar 162 de pie. El

respaldo de los asientos y los cojines son hechos de esponja neoprene, auto-extinguible, lo cual está de acuerdo con las especificaciones para prevenir incendios, emisión de humos, y toxicidad publicadas por el Centro de Sistemas de Transporte del Departamento de Transporte de los Estados Unidos en Cambridge.

Tanto los trenes de la Blue Line, así como los de la Orange Line tienen aire acondicionado, sistemas de calefacción y ventilación; ventanas de vidrio inastillable de color gris; lámparas fluorescentes; radio emisores y receptores, sistema megafónico y de comunicación entre trenes; piso de ladrillos de hule, y puertas de cuatro pies de ancho para acomodar a personas en sillas de ruedas.



